

**24 June 1998**



**Maintenance**

**AIRCREW MAINTENANCE DEBRIEFING/  
AUTOMATED MODULE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It initiates procedures for conducting Aircrew Maintenance Debriefings and defines areas of responsibilities involved in the operation of Core Automated Maintenance System (CAMS), Automated Debriefing Module in accordance with (IAW) AFCSM 21-574V2, Vol XXII, *Automated Debriefing Software Manual*. These procedures apply to all maintenance personnel assigned to the 442d Logistics Group and the 442d Operations Group. Supervisors, superintendents, and flight chiefs are responsible for ensuring compliance with this instruction.

**SUMMARY OF REVISIONS**

This revision changes the LG OI to a FWI due to cross-functional references. Changes all references from Maintenance Operations Center (MOC) to the Maintenance Control Function (MCF). A (I) indicates revisions from the previous edition.

**1. Responsibilities:**

1.1. Maintenance supervisors, superintendents, and flight chiefs and aircraft debrief personnel are responsible for ensuring compliance with this instruction.

**2. General:**

2.1. Debriefing will be conducted after each flight and will normally be accomplished in the Fighter Squadron Maintenance (FSM) debriefing area.

2.2. During surge exercises and/or deployments, the crew chief may debrief the pilot at aircraft.

2.3. Crew Chiefs may debrief first flight of the day on Code 1 aircraft at the aircraft. The crew chief will ensure that accelerometer readings are recorded on the AFTO Form 278, **A-10 Flight Log**, and taken to the aircraft debriefing area.

2.4. Maintenance Control Function (MCF) will notify Quality Assurance (QA) of all air/ground aborts and incidents. QA will attend the debriefing when requested.

### 3. Responsibilities:

3.1. The aircraft debrief technician will accomplish the following tasks.

3.1.1. Complete an in-depth debriefing of the aircraft pilot to ensure that all AFTO Form 781, **Maintenance Discrepancy and Work Document**, documentation is accomplished. All reported discrepancies will be entered into Computer Automated Maintenance System (CAMS). CAMS documentation will accurately describe the noted discrepancy.

3.1.2. Schedule reported discrepancies to the applicable work center or MCF as required.

3.1.3. Inform the flight line Expeditor and MCF of all reported discrepancies by the most expedient means possible, either radio or telephone.

3.1.4. Ensure that all discrepancies entered in the AFTO Form 781 and CAMS have the proper symbol and that the AFTO Form 781H, **Aerospace Vehicle Flight Status and Maintenance**, reflects the correct status of the day.

3.1.5. Identify and repeat discrepancies by entering the proper code in CAMS.

3.1.6. Initiate an ACC Form 122, **Abort/IFE Record**, for all aborts and incidents and routed IAW Part I of the form.

### 4. Debrief Documentation During CAMS Downtimes:

4.1. When CAMS is down, debriefing will be accomplished by using CAMS preprinted screen forms, using manual job control numbers.

4.2. A copy of all flight related discrepancies on the CAMS preprinted screen form number 163 will be retained in debrief to update CAMS and as a source reference for repeat discrepancies.

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Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFPD 21-1--*Managing Aerospace Equipment Maintenance*

AFCSM 21-574V2--*Automated Debriefing Software User Manual*